

UFO POTPOURRI

no. 394

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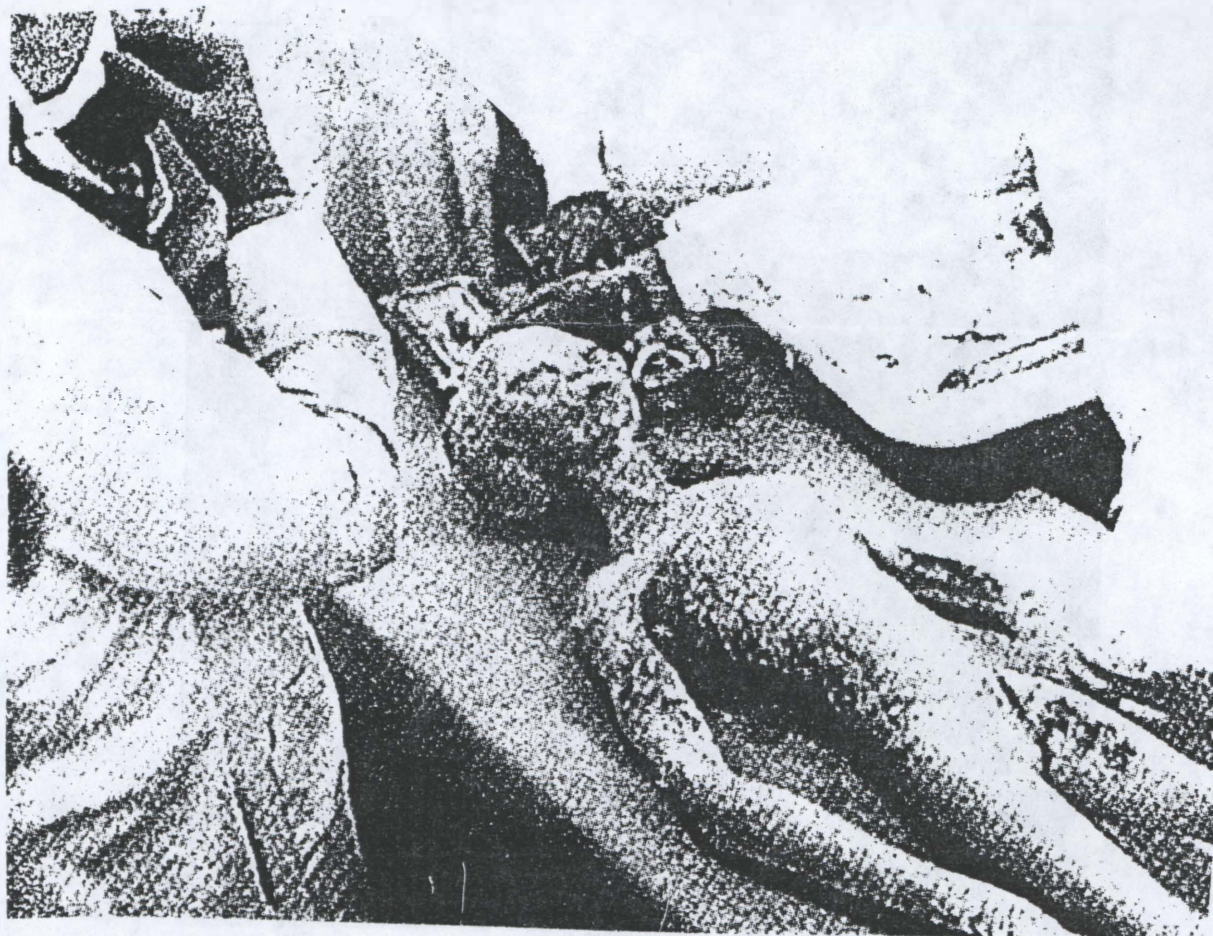
ALLEGED ALIEN AUTOPSY UPDATE

Someone seems to be trying to snafu the progress of researchers attempting to do a responsible investigation of the alleged Roswell alien autopsy by releasing photographs obviously not made from the Santilli film, but resembling the alleged alien on the table.

The first of these photographs made the rounds about 8 weeks ago. The body on the table was very similar to the Santilli movie showing a body on a table. The main difference was that the leg damage was to the left thigh, not the right thigh.

Now I am in possession of a photograph printed by the Toronto Sun, on 2 August 1995 (shown below). In this case the differences are dramatic. The head shape is different, the neck longer and thinner, the stomach flat and thin, the legs thin and non-muscular, the leg damage is slight and on the left thigh, some damage is also shown on the left arm, the arms appear to be longer, and the left leg seems to be severed at the left hip. This photograph, if real, would rule out Turner's syndrome as an explanation for the condition of the body.

Is this a fake or is it the second body that is alleged to be on one of the Santilli films?



13/11-95

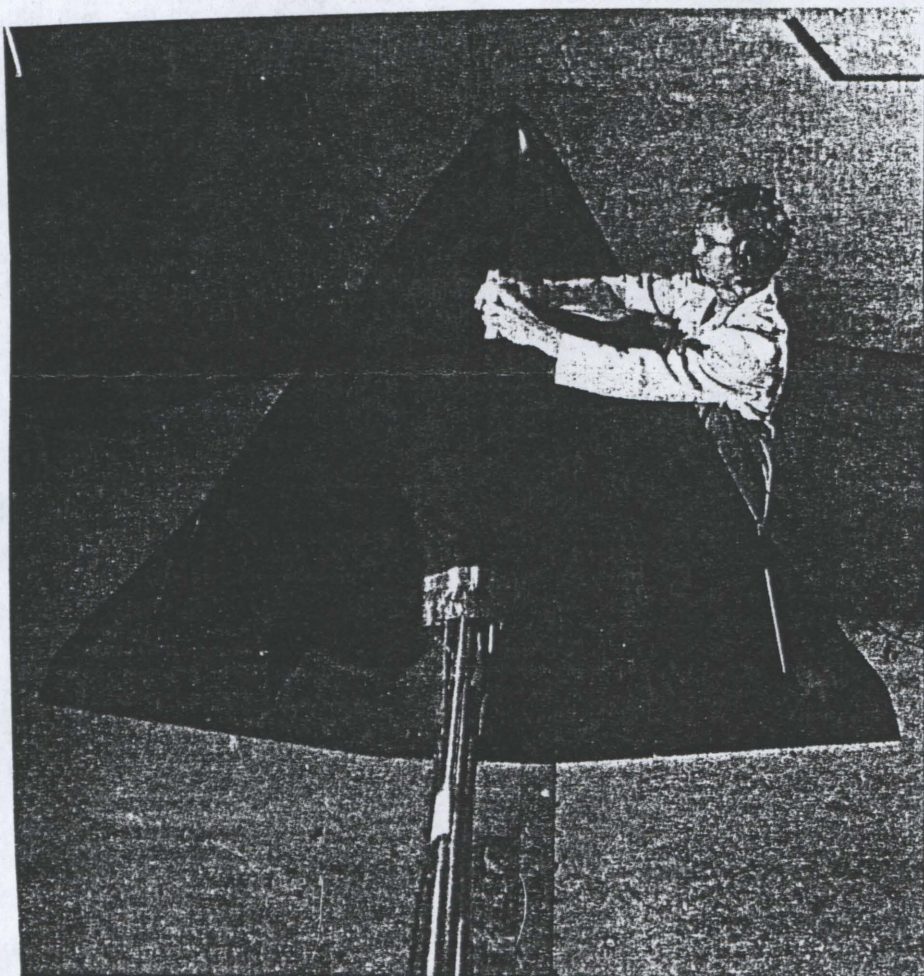
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THE WAVERIDER A NEW HYPERSONIC CRAFT?

Waverider concepts were defined by aerospace researchers in the 1950s. However, they were considered to be notoriously inefficient at anything but specific cruise speeds and altitudes selected during design. Because of this poor off-design efficiency, little work was done on the vehicle until recently.

Waveriders received their name because the vehicles appear to ride the shockwave generated from their forward portion. In designing a waverider, engineers select a target cruise speed and altitude and define the shock wave that comes off a cone. A cone is selected because exact flow solutions can be derived for such shapes. Next, a curve on the shockwave is defined and the streamlines are followed to define a surface. That surface becomes the lower shape of the waverider, and in theory, the shockwave should be attached at every point on the leading edge of the lower surface. The upper surface of the vehicle is defined by the shock-free, free stream flow. Since the waverider's two surfaces rest between a fully attached shockwave and a shockless free stream, the pressure ratio between air streams contacting the vehicle's upper and lower surfaces is high, resulting in lift.

According to Space News, August 28 - September 3, 1995, technicians at NASA's Langley Research Center have conducted wind tunnel tests on a waverider design. Space News says: "Waverider's engine would glean oxygen from the atmosphere with which to burn its fuel. Waverider would be able to fly at speeds up to Mach 6, or six times the speed of sound."



NASA PHOTO